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ON THE COVER:

When Roland Sands Design and BMW Motorrad team up you can expect great design and optimal function. The Concept 101 collaboration on this month's cover is one bike we're hoping BMW brings to the production lineup full time!

Cover photo: Adam Fedderly



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A man and a woman, both with extensive tattoos, are working on a motorcycle in a garage. The man, on the left, is wearing a grey tank top and jeans, and is seated on a red stool. The woman, on the right, is wearing a white tank top and denim shorts, and is also seated on a red stool. They are both looking down at the motorcycle, which is partially visible on the right side of the frame. The background is a corrugated metal wall. In the top left corner, there is a black sign with the word "RINEHART" in a stylized white font, with "R A C I N G" in smaller letters below it.

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BIKE BUILDING 101

I'm not a bike builder, nor do I pretend to be. There are plenty of rad customizers on this planet who can do some pretty amazing things with their hands. I, on the other hand, can type about 50 words per minute and click a shutter button when the time comes. Oh, and I can respond to emails pretty quickly (debatable by my freelancers) too. But fabricating one-off parts is definitely not my strong suit, so I'm not going to pretend to know the first thing about machining raw sheets of aluminum into a piece of art. I'm a stick figure kinda guy in that regard.

I do other things well. I like design, and I think I have a certain vision for things that are trending. Whether or not that's accurate, who knows? But being around the V-twin industry for a number of years has allowed me to take the bits and pieces I think are cool, surrounded with what the rest of the industry thinks is cool, and mix it all up into one big melting pot of customization, and there you have the concoction of one badass, performance-based motorcycle. And I especially want to get back to what makes a bagger a great motorcycle in the first place: because it's functional.

By adding a touch of high performance and retaining the key factors of a bagger—comfort, storage, and utility—I wanted to spice up this bike build with some essential items to make the comfort and utility that much more fun to ride. I teamed up with our very own baggers tech guru, Josh Rundlett, to build a custom bagger that revolved around performance: big S&S 124ci engine, Race Tech G6 inverted front forks, rear piggyback shocks, and lightening the load by removing a ton of crap that didn't make it functional.

And for style, if you hadn't noticed the blossoming trend of the FXRs and Dynas that have exploded onto the scene here in SoCal are making their way toward global domination in the custom-bike scene. I decided to rip off

the set of perfectly good factory Harley saddlebags and replace them with a set of P-Bags from FXR Division. Whether or not I'm feeling it 100 percent yet, or if it's a good fit for the overall concept Josh and I had in mind, well, you never know unless you try, right?

There are a ton of people I need to thank who made this amateur bike builder's dreams a reality. In no particular order I definitely want to thank: S&S Cycle, Kraus Motor Co., Race Tech Suspension, Lyndall Racing Brakes, Roland Sands Design, Performance Machine, Barnstorm Cycles, Alloy Art, Joker Machine, Dynamic Dyna, Doug from Starside Design, The Speed Merchant, Le Pera Seats, D.I.D Chains, Headwinds, FXR Division, Dunlop Motorcycle, Wheel Works in Garden Grove, and many others. Granted, at time

of print the bike isn't 100 percent done, and there are a few things we still need to fine-tune, but look for this beast in an upcoming issue of *Baggers* soon. I think you'll dig the final result! And to Josh Rundlett, for the late nights of gettin' it done after your regular 60-hour workweek and for putting up with my shit along the way, you're a solid dude. Love you, bro!

Bye for now,
Jordan



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Baggers Garage Advertising // (212) 779-5507

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 Production Manager // **Julie C. Greene**
 Reprints // Email reprints@bonniercorp.com
 Retail Single Copy Sales // ProCirc Retail Solutions Group,
 Tony DiBisceglie

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Printed in the U.S.A.

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A BAGGER IS A BAGGER IS A BAGGER



What is a bagger? Rarely does a week go by without someone asking me that. The question makes me nervous. I fidget. I offer a beer to the person who asks me. I go to the kitchen as if to get that beer and then slip out the back door. I jump fences and cut through backyards. I hear hollering and dogs barking. I see the glow of torches through the trees. Is there any escape for me?

But, I admit, I've kind of wondered about it myself.

Trying to define something like this only ever ends in trouble. The result is either a definition that's so broad it's meaningless or so narrow that it's far too exclusionary. In either case you end up with a bunch of pissed-off people telling you what an idiot you are. But since it's well established that I'm an idiot, let's have at it.

My brother, Steve, has a BMW R1200RT. It came standard with hard bags. Plus a top box. It's not a bagger. My brother thinks it should be considered one. He's wrong. He points out to me that it not only has bags but also a big air-cooled twin. I point out to him that it likely needs to be a V-twin engine, which his isn't because it's at 180 degrees, and that's a straight line. I also point out that his bike is German. I admit, good American hot dogs are also actually German, but those blondes don't seem to have the bagger thing quite figured out.

See that? I've already gotten myself into trouble by suggesting an exclusionary engine configuration. Triumph has the Thunderbird LT ABS, which has bags and a damn-big twin of 1,699cc. But it's a parallel twin. Complicating things even further, Triumph also offers us the bagged Rocket III Touring ABS, which has a three-cylinder engine of massive 2,294cc size. I've had cars with smaller engines than that. I think it might be a bagger.

Since the British are basically the European version of Americans, we don't

want to exclude Triumph. Sure, they drive on the wrong side of the road and can't spell "tyre" properly, but they did teach us how to speak and gave us a lovely country, thank you. And that shortbread of theirs...oh, yum.

We've also sort of mucked up, on our own, the bagger expectation of a narrow V-twin engine. An outfitted Boss Hoss—may they rest in peace—with its V-8 powerhouse puts a finger in that eye. And, like with Triumph, its engine is water-cooled. Damn, we're running out of guidelines here. Maybe we should say no inline-fours can be baggers, just so we've some powerplant rules and expectations.

I fear, though, that as soon as we do that Indian will reach into its past and come

profile, we shoot it down. Oh, I mean, we disqualify it.

Wait a minute. Have you seen the Honda CTX 1300 in silhouette? What the...? And on the other side of this, what about baggers with the chassis slammed and a 32-inch front wheel? They look like they were designed during the German Expressionism period, casting shadows like Nosferatu in the moonlight.

If we can't rely on bags, or engine configuration, or chassis silhouette, what's left? How about weight? Maybe a minimum weight could be the defining factor. Somewhere around 800 pounds should do it.

Baggers being heavy confuses the uninitiated. I've heard many sportbike or dirt bike riders chuckle about the weight of baggers, as if it's a stupid accident of lazy design or an uninformed choice of materials. These skittish critics seem to forget that the performance of a bagger has nothing to do with lap times around a road course or clearing a triple at Supercross.

I'm guessing that it takes a couple of 900-mile days for a rider to understand—and appreciate—the positive performance of the heavy weight of a bagger. That said, I think a passenger figures it out in about 15 miles. But don't get me wrong; to feel the real benefit some baggers do require an aftermarket suspension upgrade. I'm not naming brands or solutions because I used to work for a suspension company. Just suffice it to say, if your bagger causes discomfort, seek professional help.

Am I on to something here? Big. Big is good. Big is bagger.

In the end, though, I think that a bagger might be like the words "artist" or "author"—words that we want to have a force of meaning and to stand for something special. But they don't. Paint and keyboards are without discretion. So I give up. A bagger is whatever someone wants it to be. Just don't tell my brother I said that. ■

**TRYING
TO DEFINE
SOMETHING LIKE THIS
ONLY EVER
ENDS IN TROUBLE.**

out with a longitudinally mounted inline-four that's totally old school. There's just no winning on this.

Maybe we should create a variable bagger grading system, with V-twins at the top, and the rest ranked at various levels below. I'm going to be busy for the rest of my life, so if anyone else wants to work that chart out, please feel welcome to it.

Another thought I've had is that baggers have a cruiser look to them, so maybe that's the critical criteria we need. A true bagger has the stance and shadow of a touring cruiser. We could make up silhouette cards for motorcycles, like they did during WWII for airplanes, and if a bike doesn't have the proper bagger/cruiser/touring



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LETTERS FROM THE ROAD ///



CHEESEHEADS

BAGGERS,

Just wanted to say I enjoy your mag very much. Recently went on a ride with my wife Jenny and her parents down to Devil's Lake and around the Baraboo area. Was a great day to ride as we put on 300 miles that day. I've sent along a few pics of the ride. I ride an '08 Ultra, Jenny rides an '09 Deluxe, and my father-in-law has a trike. Again, love your mag and hope



to see our pics in there.

Thanks,
DALE

LOVE WHAT YOU SEE? HATE WHAT YOU SEE?

The only way the magazine is going to give you more of what you want to see is if you let us know what you like or don't like. You can shoot us an email at baggersmag@bonniercorp.com. Or if you want to send us a letter via the US mail, you can send that to *Beggars Magazine*, 15215 Alton Pkwy., Suite 100, Irvine, CA 92618.

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LETTERS FROM THE ROAD ///

STURGIS BOUND!

BAGGERS,

We just got back from the 75th Sturgis Motorcycle Rally and had a blast getting there. This was my third time to Sturgis (2009/2012/2015), and it definitely won't be my last! My crew and I left Oxnard, California, on July 31 and headed straight to Las Vegas to pick up one of our riding buddies. After some time getting situated, we arrived in Cedar City, Utah, for the first layover. On the second day, we went from Cedar City to Casper, Wyoming. And on day three we hit it hard and bombed from Casper to Sturgis to our home base for the week where we camped out in the front yard one street over from Main Street. All in all we had a great ride and a great time in Sturgis. Looking forward to the next adventure. Here are some pics from our trip!

Thanks,
JAMES WHITE



SERIOUS JONESIN'

BAGGERS,

I just finished reading the article by Peter Jones "Biker Ambassador," October.



It's an article I can relate to. I've been riding almost 48 years, rode many different brands and styles of bikes, from dirt bikes, nitrous dragbikes, to the Gezzer Glide (FLHT) I ride now. Over the years I've known many a "poseur," and I guess I could even fit into the stereotype at one time or another. I'm proud of my bike and the fact that I still ride with my wife of 40 years. She still sits behind me today. She described it by saying it's who I/we am/are: bikers.

In my younger days as a rider I talked many a friend into riding. Some of them should have stayed off of a bike, but I was pretty good at persuading them to ride and to ride only what I was riding at the time. Some of them still ride today. My brother-in-law is one of them. I had a Triumph Bonneville at the time, and he has become a true die-hard Triumph man—still has the 1973 Bonneville I sold him two weeks after I got it. It still looks and runs good and starts on the second kick every time!

As I've aged I come to realize that it's not what you ride but the fact that you do ride; the brand isn't important. Recently I retired and moved to another city to be closer to my family, and I've met a few folks in

the neighborhood who also ride. When I first met them, the first words about riding was, "I don't have a Harley but a fill-in-the-blank." I think they were stunned when I told them that it didn't matter. Ride what you like. I just happen to prefer Harleys. I am all about safety, and when I meet new people who ride I always ask the question, "Have you taken a motorcycle safety course for experienced riders?" As a former MSF instructor I encourage every rider no matter how good you think you are to take a course. It could save your life one day. To this day I still practice some basic skills to keep sharp.

As Jones said, "If someone has a motorcycle, they're a biker. 'Nuff said." Words well said! Well I'm tired of typing, so I think I'll go jump on my bike and go posing for a while.

Ride safe. Keep the rubber side down.

CHUCK MARSALA
Cary, North Carolina

BAGGERS,

I look forward to reading Peter Jones' column every month but have never felt like commenting until this month about "Biker Ambassador." Absolutely very well

thought out and written. I too like and respect most people in a general and abstract way—at least enough to have encouraged certain ones not to make the mistake of riding a motorcycle for the wrong reasons. Riding is not a video game where you get three lives and extra ammo (but that would be cool). Kudos to Mr. Jones for writing what he thinks and what most people don't have the balls to admit to themselves or anyone else. Be true to yourself while you live and let live; all will be well. Thanks and keep up the good work.

DAN FIORILLO

BAGGERS,

I just read your October *Jonesin'* article where Peter Jones mentions riding and playing the tuba... Well, I do both! Enjoy the ride.

Thanks,
Tony Clements



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MetaDope Apparel

MetaDope, maker of fine motorcycle- and counterculture-inspired apparel has a long list of hoodies, sweatshirts, tees, patches, and more for all you headbangers out there. If you're looking for non-run-of-the-mill apparel, you'll definitely find it at MetaDope. We grabbed a few of our favorites to show you fine folks out there. ■

1 CAMP CREWNECK SWEATSHIRT // \$35

Motorcycles and camping are like peas and carrots. The Camp crewneck sweatshirt is a durable poly-cotton blend that you'll definitely need to keep you warm after the sun goes down.

2 VINTAGE REAPER // \$20

The Vintage Reaper tee is a cool way to let death know you're ready to party 'til the wheels fall off. Literally. Designed by Mike Mastrangelo, the 100-percent cotton shirt is available in S-5XL.

3 I HARDTAILED YOUR MOM LAST NIGHT T-SHIRT // \$20

The I Hardtailed Your Mom Last Night tee is screen-printed on a durable 100-percent cotton fabric and is handmade at MetaDope's HQ in Baltimore. Available in XS-5XL, the I Hardtailed Your Mom Last Night tee is a great way to make the agro-biker smile.

4 MIND T-SHIRT // \$20

The Mind tee is an interesting take on what the human brain is capable of producing creatively. We're pretty much stumped on this one, but we dig the design. Available in S-5XL, the Mind tee is 100-percent cotton and available in natural color (shown).

5 DEATH WISH HOODIE // \$40

Odelay, holmes. *Chequeando* this Death Wish hoodie from MetaDope's collection of fine printed casual apparel. Available in XS-3XL, the Death Wish hoodie is 100-percent warm and features a cool screen-print design on a heavyweight hooded sweatshirt and is made right in Baltimore in the good ol' US of A.

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IN CALIFORNIA: in order to meet Air Resources Board emissions requirements, certain aftermarket part applications have been identified as replacements, and others have received ARB Executive Orders. All other emissions related aftermarket parts are for competition use only. A list of replacement parts and EO parts, and corresponding fitment is provided at vanceandhines.com/california.

vanceandhines
.com

Colorado Custom Cycles' Cinci Wheel

Colorado Custom Cycle Wheels (or CC Cycle Wheels) is a well-known wheel manufacturer in Placentia, California (oddly enough), that cuts raw forged billet aluminum into rolling works of art for multiple motorcycle makes, especially for your custom bagger project. The Cinci Wheel featured here features a seamless design, and we're digging its simplicity. Sometimes less is more, right? Right. ■



THE FACTS

The Cinci is a forged billet-aluminum seven-spoke wheel that's 3-D cut and offered with matching rotors and pulley. The Cinci is available in a variety of sizes from 16 to 30 inches in diameter and in a variety of widths, or a custom wheel can be built to your specs if so desired.

FIT

The Cinci Wheel is available for multiple-year Harley-Davidson baggers, as well as metric applications and full-custom projects.

FINISH

The Cinci is available in chrome or Colorado's contrasting finish (pictured left).

\$1,150 // ccmotorcyclewheels.com



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Turtle Wax

For more than 75 years, Turtle Wax continues to develop products to protect and restore cars and motorcycles. As a family owned company calling Chicago home for generations, Turtle Wax produces product lines to meet the ever-changing needs of both car and motorcycle consumers and the automotive and motorcycle industries. The new Turtle Wax Smart Shield Technology line of care products is great for your custom bagger's finished surfaces and more. ■ turtlewax.com



ICE WASH & WAX

As the first step in any motorcycle care routine, ICE Wash & Wax delivers quality foaming and cleaning. Now with Smart Shield Technology and carnauba wax, ICE Wash & Wax is Turtle Wax's best shining wash ever produced.

// \$9.99

ICE SHINE LOCK SEALANT

The New ICE Shine Lock Sealant is the foundation of the Smart Shield system and is the first layer of protection for your bagger. Delivering 12 months of protection in just 15 minutes, the super-concentrated formula is enough for quite a bit of applications and works on all exterior surfaces, even glass. By building an invisible barrier, Shine Lock Sealant protects your clear coat through all four seasons.

// \$19.99

ICE LIQUID & PASTE WAX

ICE Liquid & Paste Wax with Smart Shield Technology provides an added layer of protection and deepens the lasting, reflective shine. The liquid or paste can be applied to all exterior surfaces without leaving a white residue even in direct sunlight. For best results, apply a fresh coat before every season.

// Liquid: \$17.99,
Paste: \$14.99

ICE SPRAY WAX

The Turtle Wax ICE Spray Wax with Smart Shield Technology is the longest-lasting premium spray wax from Turtle Wax. All it takes is 10 additional minutes for a boost in protection and shine after every bike wash.

// \$9.99

ICE SPRAY DETAILER

The ICE Detailer is used for quick cleanups to remove light dust, fingerprints, and spots before they become stains and is designed specifically to work with all products in the Smart Shield Technology system to boost shine.

// \$9.99



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Skullcandy Bluetooth Speakers

Skullcandy, makers of fine earbuds, headphones, and other audible delights has released some handy portable speakers that are great for road trips or to keep you company in the garage when you're wrenching on your ride. Here are a few of our selects for delivering quality audio in a convenient package. ■



AIR RAID

The military-inspired Air Raid takes inspiration from ammo cases, vintage field radios, and rugged military cases, and the water-resistant Bluetooth speaker design is ready to combat the elements if necessary. Tested in all conditions, Air Raid's impact-resistant silicone boot is ready for any adventure. And the sound quality packs a punch out of two 50mm drivers and Skullcandy's patented Supreme Sound technology, which produces attacking, powerful bass, warm, natural vocals, and precision highs. When the rechargeable battery runs low after about 14 hours of consistent head-banging metal, simply recharge via the supplied power adapter. // \$99.99



SHRAPNEL

The Shrapnel is a powerful little audio box that was built tough to withstand a beating. Perfect for your saddlebags, the Shrapnel features a protective shell and splash-proof exterior. The Shrapnel allows you to play, pause, and cycle through tracks using the middle circle, plus, and minus buttons, it has a rechargeable battery that can play music for up to 10 hours, it allows you to stream your music from any Bluetooth-enabled device or take calls with a built-in microphone, and it's a great addition for any road trip. // \$39.99



AMBUSH

Face the Ambush speaker up and create full sound that is perfect for small outdoor campfires or cookouts after you've arrived at your destination. The lightweight construction and built-in bungee make the pocket-size Ambush easily stowable in your saddlebag. The Ambush is also water-resistant and features the same Supreme Sound technology as the Air Raid for quality audio and comes with a charging cable when the rechargeable battery runs low. The Ambush, however, allows wireless pairing from your Bluetooth device, so you don't need to be glued to your audio device. The Ambush also allows you to navigate music tracks. Play, pause, and cycle through tracks and answer calls using the middle circle, plus, and minus buttons. // \$59.99

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**FINISH**

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FIT

The E-Series 2-into-1 Exhaust fits 1995–2015 Harley-Davidson Touring models.

Fuel Moto E-Series Exhaust

Fuel Moto, from Little Chute, Wisconsin, has been in the Harley performance game for quite a while now. Recently, Fuel Moto released its E-Series 2-into-1 Exhaust system for baggers, and we've been itching to get our hands on one for testing. Fuel Moto has a wide array of performance products on top of exhausts, too, so if it's a performance itch you need scratched, chances are the company can ease your worries. ■

**THE FACTS**

Fuel Moto's E-Series 2-into-1 Exhaust features a triple-stage-core system that provides maximum flow and attenuation of sound waves to create a deep, low-frequency exhaust tone further accentuated by a 15 E-Series tunable elliptical diffuser disc system. The full system was designed with the horsepower and torque junkie in mind at a reasonable decibel level, making it a great candidate for you touring folks.

Starting at \$849.95 // fuelmotousa.com

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Our Baggers babe Lindsey Mooney from the 2015 Hot Bike Tour poses on John Shope's custom Road King after he was crowned Grand Champion of the 2015 Baggers Invitational Bike Build-Off. Stay tuned for the full Tour recap along with all of the bikes that competed in the Baggers Build-Off.



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SPRICHST DU DEUTSCH?

BMW Motorrad's RSD "Concept 101" Tourer

WORDS: NICK SCHULTZ

PHOTOS: ADAM FEDDERLY

Germans are renowned for their meticulous precision. Whether it be physicist Albert Einstein and his theory of relativity, watchmaker A. Lange & Söhne and its ultra-accurate timepieces, or female tennis legend Steffi Graf and her 22 Grand Slam Singles titles, Germans set the standard. They are also responsible for the Bayerische Motoren Werke company, Bavarian Motor Works to those of us with an English tongue, or, more commonly, BMW. The brand has been in the motor-building business dating back from the aircraft engines it manufactured during WWI to its postwar motorcycle business. Then starting in 1928 it eventually became one of the finest luxury automobile lines in the world.

We happened across one of its concept bikes in Long Beach, California, of all places. What could people and a company with such a rich legacy and reputation hope to find among the industrial shipping containers, smoke stacks, and bucking oil horses of the seventh-largest city in California some 6,000 miles away?

Long Beach's Roland Sands emerged from the long, dark shadows cast by local aerospace manufacturer McDonnell Douglas and the legacy his parents—founders of preeminent motorcycle part manufacturer Performance Machines—to engrave his own mark on the bike scene. Given Roland's roots and the success of Roland Sands Designs (RSD), perhaps it isn't surprising at all that the *volk* over at BMW first partnered with the former AMA 250 GP (1998) and *Biker Build-Off* champion a few years back, most notably on their milestone Concept Ninety collaboration in 2013 and again now for a new concept—this time with BMW Motorrad's well-established two-wheeled tourer, the K 1600 GTL.

"The K 1600 is the best touring bike on the planet," Roland gushes. "It's fast and handles extremely well with or without a passenger and full bags. The electronics and rider comfort are top-notch. The bike

handles the wind and elements incredibly well while gobbling miles. Will the bike get you laid? Probably not the way it looks, but once you throw your girl on the back, she's going to fall in love. Our job was to work on the sexy part since the rest of the bike is engineered to near perfection."

Concept 101, as it came to be called, was a labor of love: a love of fun, a love of collaboration between like-minded motorcyclists, and a love of the vast roadways of the United States.

"This year, we wanted to do something different," BMW Motorrad Head of Vehicle Design Ola Stenegard chimes in. "So we turned our eyes to our K 1600 GTL and thought, 'What if we could do something that really fits the open road of America?' The United States has some of the most beautiful riding in the world. I just love it. We said, 'For this, you need a cool bagger.' I told Roland, with whom we have a great





history of collaboration, what we wanted to do and asked his opinion, and he was instantly on fire!”

That fire led to this concept, which answers the question: What would a BMW bagger look like?

Although a thrilling opportunity, the build was “a bitch,” as Roland puts it bluntly. Glance at the spec sheet below and take note of the liberal use of the phrases “hand-fabricated,” “3-D printed,” and “prototype”—all clues as to how challenging the process became. Roland uses phrases such as “over the top” and “crazy” to describe the electronics and front fork, respectively. RSD had to make its modifications yet maintain all of the base functionality of that best tourer on the planet. Roland points to the difficulty of hammering out the bodywork and then mounting that body to mounts that didn’t exist, all while under a super-tight two-month production timeline.

“The fact that it retains the OEM function is pretty crazy,” Roland asserts. “I wouldn’t say it handles as well as the stocker, but it’s pretty fun to ride. So many individual parts were developed for the bike: the Clarity Line cover parts, the crazy Black Ops one-off wheels, the Radial fork mounts. We prototyped all the foot controls from scratch. All the bodywork was designed and rapid-prototyped in plastic—that’s just f—king nutso. The body was literally printed on a printer [at BMW’s Designworks facility in Thousand Oaks, California]. The exhaust... The thing sounds like a Ferrari. That six-cylinder rips.”

“Roland has a great team. It’s more than a team; it’s really a family,” Ola raves. “They built and modified the chassis, fitted all the



bodywork, and constructed and machined all the signature RSD parts in close collaboration with me and my designer, Don Cammorata. It's just great working with the RSD crew. They are so much fun."

Concept 101 was first unveiled to the discerning eyes at Concorso d'Eleganza Villa d'Este this past May. Amongst the vintage Ferraris, Alfa Romeos, and Pegasos, viewers were treated to an optical journey of the two-wheeled Beemer's elongated lines that look like they stretch halfway around the world, starting from the unrestrained speedways of Germany's autobahn to Villa d'Este's palatial backdrop on Lake Como, Italy, and all the way across the Atlantic and the continental 48 to RSD's nearby coastal view from Pacific Coast Highway. CNC-machined African wood with recessed "Concept 101" badging crests on the side fairing, gas tank, and bags like the peaks of the Bavarian Alps over misty clouds of metallic silver floating above the frame. The prototyped black RSD

Clarity covers on and around the motor are dotted with contrasting metal bolt accents like points of interest on a tour map. This bike demands to traverse the open road and does so with sex appeal.

Not long after its European coming-out party, Concept 101 found itself mingling with its spiritual iron brethren on the streets of the Sturgis Motorcycle Rally in North Dakota's Black Hills.

"To see it among the other custom-built baggers was big for us," Ola tells us. "To hear all the good comments and great feedback from guys right in the heart of the scene was so awesome!"

Word around the campfire is that back at Villa d'Este, a high-roller made an obscene offer—nearly seven figures—for the pleasure of taking BMW and RSD's love child home. Unfortunately, in the concept vehicle game, no such deal can be struck.

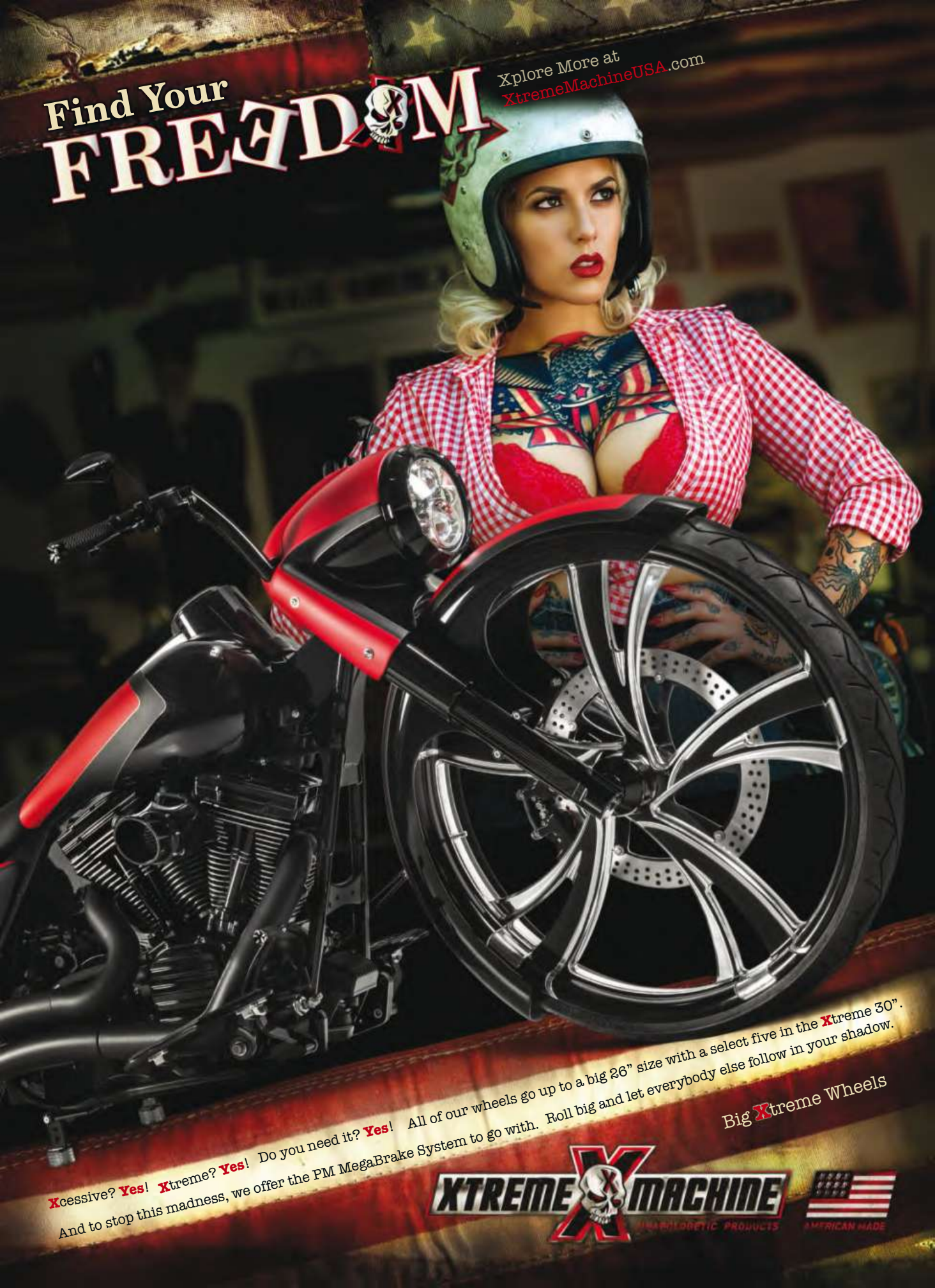
To that, Roland offers simply: "Send the dude my way, and we'll take care of him." ■



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SPECIFICATIONS

GENERAL

BIKE NAME	BMW Concept 101 Bagger
BIKE OWNER	BMW Motorrad
SHOP NAME	Roland Sands Designs (RSD)
SHOP WEBSITE	rolandsands.com
YEAR/MAKE/MODEL	2015/BMW/K 1600 GTL
ASSEMBLY	RSD
BUILD TIME	3 months

ENGINE

YEAR/MANUFACTURER	2015/BMW
TYPE/SIZE	BMW K1600 inline-six cylinder
INTAKE	K&N air filter
EXHAUST	RSD hand-fabricated SS dual mufflers with custom billet end caps and Remus headers
RADIATOR	Stock
COOLING LINES	Left: RSD hand-fabricated aluminum; Right: stock
OIL COOLER	Modified stock
CLUTCH COVER	RSD Clarity billet prototype (Black Ops)
CLUTCH SPRING PLATE	RSD billet prototype
OIL FILTER PLUG	RSD billet prototype (Black Ops)
TIMING CHAIN COVER	RSD Clarity billet prototype (Black Ops)
CRANK POSITION COVER	RSD Clarity billet prototype (Black Ops)
ENGINE TRIM PANEL	Left: RSD billet prototype (Black Ops)
PAINT	Semi-gloss black painted cases

FRAME

SUBFRAME	Modifications to Designworks-supplied prototype
SWINGARM	Stock
REAR MOTOR MOUNT FRAME PLUGS	RSD billet prototype (Black Ops)
REACTION BAR FRAME PLUG	RSD billet prototype (Black Ops)

SPECIAL FEATURES Fill and blend stock frame welds; texture black powdercoat

SUSPENSION

FORK	Modified stock to fit 21-in. front wheel
A-ARM	RSD hand-fabricated 4130 chrome-moly
FORK COVERS	RSD billet covers and radial brake caliper conversion
HANDLEBAR MOUNT ADAPTER	RSD billet prototype (Black Ops)
RISERS	RSD Nostalgia four-bolt 1-1/4-in. risers
HANDLEBARS	RSD hand-fabricated 4130 chrome-moly prototype
REAR SHOCK	Stock
LINKAGE	RSD prototype

WHEELS, TIRES, AND BRAKES

MANUFACTURER FRONT	RSD Forged custom "Slam Attack" w/ custom hubs
WHEEL HEIGHT-WIDTH	21 x 3.5 in.
TIRE FRONT TYPE/SIZE	Dunlop Elite 3 Radial/120/70R21
CALIPER	Stock
DISC	RSD Custom "Slam Attack" dual 13 in.
MASTER CYLINDERS	RSD Radial master cylinders (Contrast Cut)
MANUFACTURER REAR	RSD Forged custom "Slam Attack" w/ custom adapter/mount
WHEEL HEIGHT-WIDTH	18 x 5.5 in.
TIRE REAR TYPE/SIZE	Dunlop D207ZR/180/55ZR18
CALIPER	Stock
DISC	Stock
MASTER CYLINDERS	Stock
BRAKE/CLUTCH LINES	Spiegler custom brake lines

FINISH-PAINT

PAINTER	Airtrix
COLOR	Metallic silver, metal flake charcoal w/ silver pinstriping
POWDERCOATING	Olympic Powdercoating

ACCESSORIES

FRONT FENDER	RSD hand-fabricated aluminum and carbon fiber by Rhys Millen Motorsports
REAR FENDER/TAILSECTION	BMW Designworks 3-D-printed rapid prototype w/ RSD hand-fabricated aluminum panel
FAIRING/WINDSCREEN	BMW Designworks 3-D-printed rapid prototype/ BMW Designworks polycarbonate prototype
WINDSCREEN MOUNTS	RSD billet prototype (Black Ops)
GAUGE BEZEL	RSD billet prototype (Black Ops)
GAS TANK/CAP	RSD hand-fabricated aluminum/ RSD billet prototype (Black Ops)
DASH	RSD hand fabricated aluminum
SIDE PANELS	RSD hand fabricated aluminum
BAR ENDS	RSD billet prototype (Black Ops)
GRIPS	RSD custom leather-wrapped stock grips
FOOTPEG COVERS	RSD billet prototype (Black Ops)
HEADLIGHT LENS	BMW Designworks 3-D printed rapid prototype
TAILLIGHT	BMW Designworks
UNDERTAIL TRAY	RSD hand-fabricated and laser-cut aluminum
SEAT	Bitchin' Seat Co. custom seat pan and leather; foam CNC machined by BMW Designworks
SADDLEBAGS	BMW Designworks fiberglass prototype
SADDLEBAG MOUNTS	RSD hand-fabricated steel
STEREO/BLUETOOTH	BMW K1600
SPEAKER BEZELS	RSD billet prototype (Black Ops)
LOGO EMBLEMS	RSD "Concept" laser-cut stainless steel and "101" billet logos recessed into CNC-machined African hardwood
CARBON FIBER	Rhys Millen Motorsports Carbon Fiber overlay on 3-D-printed rapid prototype panels (mid-fairings, lower fairings, saddlebags, front fender trim, and side panels)
HARDWARE	Diamond Engineering, Metric Stainless Steel (RSD custom head profile)

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DYNAmic Results

S&S TC Power From Within—Without Robbing The Bank

They say “cubes equal horsepower,” which is often followed with some sort of quip about how much you want to spend. In a world where inches translate into dollars—the same world where reliability is also an important factor in V-twin performance—there are avenues in which to travel that don’t drain your wallet yet afford a seemingly already lively twin cam a bigger set of jewels.

S&S Cycle has the appropriate jewel bag for loaded-down (bagged) ’06-later Dyna models looking to boost full-range performance—without breaking a rocker box seal let alone removing the fuel tank—at a very reasonable cost. The company’s 583CE Easy Start TC cam is rather revolutionary, really. No pun intended. With its built-in automatic (centrifugally operated) compression release lobe, stock starters can be used, as well as stock valve springs, with no adverse effects. The cams are ground specifically for the Dyna platform and produce a broad-range powerband, just off the line at 1,500 clear through to 5,000 rpm.

To complement the cam install, Bigg’s



1 Our 2005 FXDC test mule up on the lift at Bigg’s Harley-Davidson, ready for some quick power upgrades courtesy the hands of tech Thomas Ulrich and S&S chain-drive hard parts.



2 Thomas starts with the minimal removal process: The Thunderheader and stock air cleaner cover are the main physical obstacles that require being removed. The tank and throttle body/carb can all remain in place during the job.



Dynamic Ringz

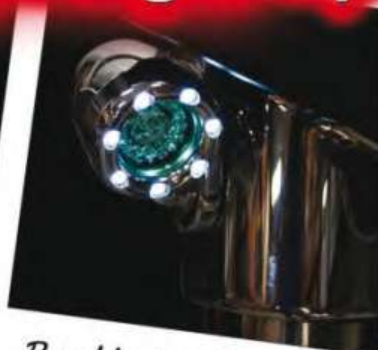


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TECH // ADVANCED

Harley-Davidson's Thomas Ulrich also threw in a set of adjustable S&S pushrods, tappets, and a CNC forged-aluminum TC3 cam plate/oil pump kit on our Dyna test mule. ■



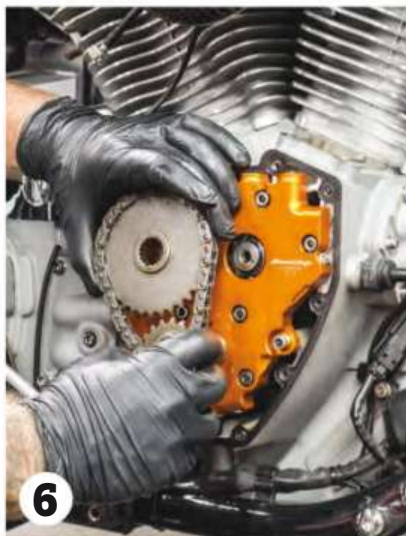
■ The cam cover removal begins the forthcoming component swap process.



■ As mentioned, the tank stays put during the cam swap—as do the rocker boxes—but in order to facilitate that, the stock pushrods must be cut out. The old rubber band and paper clip trick never fails to keep the pushrod covers up out of the way either.



■ With the pushrods, tubes, and tappet blocks cleared, the stock lifters were plucked from their bores.



6



■ Next, the factory chain drive and Screamin' Eagle cam plate, cams, etc. were relieved of duty.



7

■ The last item to be pulled from service was the stock oil pump—also shown next to its replacement, the S&S TC3 CNC forged-aluminum pump, which is a stronger, more internally stable unit, according to the manufacturer.



8



■ In preparation for the new camshafts, a pair of upgraded S&S inner cam bearings were installed into the cam chest.

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■ Due to its oversize gears, the S&S oil pump must sit deep enough into the chest so that it doesn't protrude past the cam cover's gasket surface. This is verified by Thomas with a straight edge, as shown.





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■ The TC3 forged-aluminum cam support plate was prepped with the installation of the outer cam bearings first...



■ ...followed by the 583CE cam set and primary-side chain. (Note the small hole just above the cam gear on the left—that is the compression relief lobe.)

■ Once the timing was accurately set with the cams, the chain tensioner was installed and the TC3 assembly installed into the engine.



■ The second critical step in setting the timing accurately: installing and aligning the outer sprockets and chain.

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14

■ After soaking in oil, the new S&S Premium HP tappets and chrome-moly adjustable pushrods were installed and subsequently adjusted.



Dynojet



■ And like that, the DYNAmic upgrade is complete. The bike ready for some time well spent on the road enjoying the fruits of Bigg's H-D and Ulrich's labor—and S&S technological advancements!

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BUILT TO KILL

Alloy Art's Performance Burner

WORDS AND PHOTOS: JOHN MATA JR.







When the time comes to blow the scene, handling is everything. And rightly so—how are you going to make a clean getaway and hit the corners accurately (and safely) with a 30-inch wheel guiding the way? You're not going to, and that's that. It's not a matter of who's the better rider because, let's face it, Evel Knievel himself wouldn't have dared to jump the smallest of kiddie pools filled with the warmest of water while riding on a blinged-out baller hoop in front of him. Some people might have called him dumb for the stunts he pulled, but nobody could ever accuse the man of being a dumbass. Look, there's a time and place for everything, but when it comes to aggressive, performance-minded riding, stability is where it's at. Your bike and your life depend on it, man.

Now, Robbie Lane might not be a hardened criminal or a seasoned daredevil, but he knows what he likes, and what he likes is a motorcycle that can whip him through traffic when he's late for a dinner date or simply needs to feel the rush of the cool Cali breeze on his knees. As a founder of Alloy Art, he's stood on the front lines

of the latest trends and innovations in the motorcycle industry for years. One thing he never bought into was the whole big-wheel frenzy that swept through the land like an epidemic of unforgiving pubic brush fire. "When the first 23-inch wheels started showing up, I decided to go in the performance direction, kind of what's going on with all the hopped-up Dynas right now," he says convincingly. "The growing diameter of front wheels just wasn't my deal, but the only problem was this was back in 2009 when it was a 'big' thing. This is when I first got this bike." Not one to swim with the current, Robbie did his thing and stayed true to his own mind's eye.

After working and designing for other companies, Robbie started Alloy Art in 1999. Everything it produces is mocked up and fabricated in Southern California—there are no exceptions to that. Alloy Art's products range across the board from fancy-schmancy dress-up parts to bare-bones components, as well as high-tech performance mods. To better showcase the spectrum of goods his company has to offer, he picked up the '09 H-D Street Glide y'all see here. He knew he could throw his

whole inventory list of goods and turn it into the most effective sales tool money could buy. The new H-D frame platform had just arrived, and performance touring was a market that he was looking to jump right into. "We combined a lot of our older product designs and our brand-new stuff for the H-D's new touring frame," Robbie says. "The bike was set up to handle. With the insane power being pumped out by the T-Man motor we used, there was no other option. Our direction has always been geared toward motorcycles with equal parts muscle and finesse." And knowing Robbie, that direction will never waver down any other path.

Since Robbie's bike was beginning to show genuine signs of turning into one mean motor scooter, the plan was to take it out to the V-Twin Expo in Cincinnati to showcase it the right way. Meeting a deadline for a big event like this takes a lot of foresight and forward planning. But no matter how far ahead things are put into motion, something always comes up to slow the proverbial roll.

"Engineering the triple trees to work properly with the stock H-D frame had



to have been one of the most challenging parts of building the bike. But nothing was more unexpected and blindsiding than what we experienced with the paint situation.” Now, we’ve heard him tell this story firsthand, and reading about this part is nowhere near as intense as the real thing. So apparently, Robbie and his guys were waiting on the bike to be delivered from the painter the night before they were going to pack up and hit the road for Cincy. Yeah, their backs were against the wall right to the bitter end. Here’s where things get juicy though. The bike arrived at 9 p.m., and it was nothing like Robbie had discussed or expected. Instead of just bending over and taking it, he immediately wet sanded the whole bike and picked up a case of Krylon rattle cans from Home Depot just before they closed the doors. Robbie and his guys were up until 4 a.m. spray-painting like a pack of hopped-up taggers. As morning rolled through, the bike was loaded up and they were off to Ohio—hungry and half dead. At least the flat finish makes for an easy touch-up, and finding the matching color is a cinch.

How’d the reception at the Expo go, you

might be asking? Damn good. Even though Robbie had to resort to plan B, things worked out just fine. Without a distracting paint scheme to take eyes away from the quality and fitment of the components, things might have ended up even better than he anticipated. But unlike other average trailer-bound show princesses, this bike puts real work in on the streets. It gets Robbie to points A, B, C—pretty much through the entire stinkin’ alphabet week in and week out. A bike built solely around visual aids couldn’t hack this kind of hustle.

Times do change, and with that change comes new trends. It’s nothing to haze or ridicule, but the good stuff usually tends to stick and the crap takes a dive—sometimes it just takes a lot longer than necessary. Change is good but only to a certain extent. You can’t go flippin’ yourself around every time the “cool” kids find something new to glom onto. Whatever ends up becoming the flavor of the month years from now, you can bank on Robbie and the Alloy Art crew doing the same rad stuff they’re doing now (which might actually be the “in” thing to do at the time). Guess we’ll have to wait and find out. ■

FACTOIDS



Evel Knievel claims his first motorcycle jump was a publicity stunt to save a failing Honda dealership. He attempted to jump his bike over two mountain lions and a crate of rattlesnakes. He landed in the snakes.

Gorilla Glue was introduced in 1999 and was recently named one of Greater Cincinnati’s top workplaces.



Back in the late ’40s, Howard Kester was so impressed with the invention of Nylon that he named his revolutionary canned aerosol spray paint after it by dropping the “N” and using the first and last letters of his own last name—Krylon.





SPECIFICATIONS

GENERAL

BIKE OWNER	Robbie Lane
SHOP NAME	Alloy Art
SHOP PHONE	(626) 335-3636
SHOP WEBSITE	alloyart.com
YEAR/MAKE/MODEL	2009/Harley-Davidson/ Street Glide
FABRICATION	Alloy Art & Todd's Cycle
ASSEMBLY	Todd's Cycle

ENGINE

YEAR/MANUFACTURER	2009/H-D
TYPE/SIZE	T-Man Performance/103
BUILDER	T-Man Performance
CASES	H-D
CYLINDERS	H-D
HEADS	H-D
ROCKER BOXES	H-D
EFI/CARB	Screamin' Eagle 58mm
AIR CLEANER	Alloy Art
EXHAUST	Todd's Cycle stainless

TRANSMISSION

YEAR/MANUFACTURER/TYPE	Baker
CASE	H-D

CLUTCH	Baker
PRIMARY DRIVE	H-D

FRAME

YEAR/MANUFACTURER	2009/H-D
RAKE	Stock
STRETCH	None

SUSPENSION

MANUFACTURER FRONT	Marzocchi inverted cartridge fork kit
TRIPLE TREES	Alloy Art
MANUFACTURER REAR	Alloy Art ALL System
SPECIAL FEATURES	Automatic load-leveling/ Bilstein

WHEELS, TIRES, AND BRAKES

MANUFACTURER FRONT	RSD Factor
WHEEL HEIGHT/WIDTH	21 in.
CALIPER	Dual Performance Machine Radial
ROTOR	Dual Performance Machine 13 in.
MANUFACTURER REAR	RSD Factor
WHEEL HEIGHT/WIDTH	18 in.
CALIPER	Performance Machine
ROTOR	Performance Machine

FINISH-PAINT

COLOR	Krylon Chalk Board
-------	--------------------

PAINTER	Dirty Dave Munos
---------	------------------

ACCESSORIES

FRONT FENDER	H-D
REAR FENDER	H-D
FAIRING/WINDSCREEN	H-D
GAUGES	H-D
GAS TANK/CAP	H-D
DASH	H-D
OIL TANK	H-D
HANDLEBARS	Todd's Cycle
HAND CONTROLS/GRIPS	Todd's Cycle
FOOT CONTROLS/PEGS	Alloy Art MX toe pegs, Alloy Art floorboards, Todd's Cycle passenger pegs
HEADLIGHT	H-D
TAILLIGHT	Alloy Art Shooter lights
TURN SIGNALS	Alloy Art front/Alloy Art Latch Lights rear
LICENSE MOUNT	Alloy Art Low Down
SEAT	Bitchin' Seats
SADDLEBAGS	H-D
SADDLEBAG LATCHES	Alloy Art
SPEAKERS	Biketronics
HEAD UNIT	Sony
AMP	Biketronics
SPECIAL FEATURES	Alloy Art frame stabilizer & shift linkage

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HARLEY'S 2016 BAGGERS:



CVO ROAD GLIDE ULTRA



CVO STREET GLIDE

PREVIEW

A Quick Look at H-D's Touring/CVO Models

WORDS: BAGGERSSTAFF

PHOTOS: COURTESY OF HARLEY-DAVIDSON



ROAD GLIDE ULTRA

Harley-Davidson Motor Company's 2016 motorcycle models have landed. And *Baggers* mag is here to share the Harley news. The Harley-Davidson Touring models and Harley-Davidson Custom Vehicle Operations (CVO) models have received quite a few upgrades for 2016, and, most notably, the Harley-Davidson Road Glide Ultra is back after a two-year absence.

Harley-Davidson's current-model-year updates place an emphasis on big power in the engine and audio departments as well as key styling upgrades within the Harley bagger and Harley CVO categories. We're excited to get some seat time on all of the 2016 Harley-Davidson Touring/CVO lineup of motorcycles.

2016 HARLEY-DAVIDSON CUSTOM VEHICLE OPERATIONS

Bold paint, potent power, and exclusive prestige soar to even higher levels in 2016 as Harley-Davidson Custom Vehicle Operations (CVO) presents its latest collection of three limited-production factory-custom motorcycles, each a hand-crafted masterpiece intended to push the boundaries of motorcycle luxury, performance, and technology.

Loaded for the long-haul aficionado, the 2016 CVO Limited model features an all-new paint scheme and new tank badges. Offering outstanding aerodynamics for rider and passenger, the 2016 CVO Road Glide Ultra motorcycle is available in three new paint-color combinations with revised comfort and technical features. The sonic capability of the 2016 CVO Street Glide model is matched only by its mind-blowing performance on the street, and the ultimate hot-rod bagger is back with four outrageous new color options.

"Each year we work to make the new CVO motorcycles even more exclusive with content not available on a regular-production Harley-Davidson, along with an extreme level of attention to detail in design and finish," Harley-Davidson Principal Stylist Brian Nelson said. "The goal is to create motorcycles that are visually exciting and thrilling to ride. Some CVO bikes make a wild statement, others express premium exclusivity, but they are all special motorcycles."

Harley-Davidson CVO motorcycles are engineered and customized using exclusive components and paint treatments combined with numerous items from Harley-Davidson Genuine Motor Accessories. The CVO program is often used to introduce new technologies, custom components, and paint and graphic techniques before they are offered as original equipment or accessories.



2016 Harley-Davidson CVO Road Glide Ultra

Wind-tunnel tested to deliver outstanding aerodynamic performance for rider and passenger, the distinctive frame-mounted, shark-nose fairing of the CVO Road Glide Ultra motorcycle features triple splitstream vents and a 13.5-inch touring windshield to virtually eliminate head buffeting. An exclusive 1.25-inch diameter chrome handlebar offers more pullback and height to position the rider for optimal control and long-haul comfort. Touring comfort is further enhanced by improved seat and backrest shapes and foam density for rider and passenger. A new color-matched bezel for the wrap-around lighting on the Tour-Pak replaces the previous black bezel. The fairing is equipped with brilliant Dual

Daymaker Reflector LED headlamps. The color-matched inner fairing holds a color touchscreen Boom! Box 6.5 GT infotainment system with 3-D GPS and 6.5-inch Boom! bagger speakers with 75-watt-per-channel amplification. The influence of Project Rushmore includes Reflex Linked Brakes with ABS, One-Touch design latches, and stout 49mm forks. A dual-control heated seat, polished chrome Slicer custom wheels, premium removable luggage liners, backlit hand control and dash switches and a high-output charging system are also standard equipment. The paint scheme features flowing color in three new combinations: Ruby Red/Palladium Silver, Stardust Silver/Palladium Silver, and Charcoal Slate/Carbon Dust.



SPECIFICATIONS

LENGTH	102.2 in.
SEAT HEIGHT	29.7 in.
FUEL CAPACITY	6 gal.
DRY WEIGHT	905 lb.
ENGINE	Twin-Cooled Twin Cam 110
DISPLACEMENT	109.9ci (1801cc)
ENGINE TORQUE	115.1 lb.-ft. @ 3750 rpm (156 Nm @ 3750 rpm)
TRANSMISSION	6-speed cruise drive
WHEELS/TIRES	Mirror Chrome Slicer Custom wheel
FRONT	D408F BW 130/80B17 65H
REAR	D407T BW 180/65B16 81H
COLOR OPTIONS	Custom Colors: New Ruby Red/Palladium Silver, New Stardust Silver/Palladium Silver, New Charcoal Slate/Carbon Dust



2016 Harley-Davidson CVO Limited

Offering the ultimate in refined touring luxury, the CVO Limited model appears in a new paint scheme that flows from front to rear and incorporates new tank badges. New styling details include a color-matched splitstream vent in the batwing fairing, replacing the previous black vent. A new color-matched bezel for the wrap-around lighting on the Tour-Pak luggage replaces the previous black bezel. A new super-premium cover material for the rider and passenger seating surfaces combines vinyl and perforated leather for improved comfort. Refined by Project Rushmore, the CVO Limited is equipped with Daymaker LED lighting, Reflex Linked Brakes with ABS, and the color touchscreen Boom! Box

6.5 GT infotainment system with 3-D GPS and 6.5-inch Boom! bagger speakers with 75-watt-per-channel amplification. The Airflow Collection combines black rubber and brilliant chrome highlights on heated handgrips, the brake pedal pad and shifter peg, and rider and passenger floorboards. Premium removable luggage liners, backlit hand control and dash switches, and a high-output charging system are also standard equipment. The CVO Limited rolls on polished-chrome Slicer custom wheels. The new paint scheme is offered in three color combinations: Palladium Silver/Phantom Blue, Carbon Dust/Electric Red Pearl, and Charcoal Slate/Palladium Silver.

SPECIFICATIONS

LENGTH	102.4 in.
SEAT HEIGHT	29.1 in.
FUEL CAPACITY	6 gal.
DRY WEIGHT	906 lb.
ENGINE	Twin-Cooled Twin Cam 110
DISPLACEMENT	110ci
ENGINE TORQUE	115.1 lb.-ft. @ 3750 rpm (156 Nm @ 3750 rpm)
TRANSMISSION	6-speed cruise drive
WHEELS/TIRES	Mirror Chrome Slicer Custom
FRONT	D408F BW 130/80B17 65H
REAR	D407T BW 180/65B16 81H
COLOR OPTIONS	Custom Colors: New Palladium Silver/Phantom Blue, New Carbon Dust/Electric Red Pearl, New Charcoal Slate/Palladium Silver

Three Key Elements for 2016 Harley-Davidson CVO Models

- Tire Pressure Monitoring System integrated into the valve stem on each wheel functions to monitor front and rear tire pressures and to provide a warning of lower-than-optimal pressure. Tire pressure can be viewed anytime through the odometer or the info screen of the infotainment system. The warning alert is displayed as a pop-up screen on the Boom! Box infotainment system.
- A new integrated key fob combines the functions of the electric luggage locking system and the proximity-activated security system, conveniently replacing two previous fobs with a single device.
- New LED front turn signals combine modern style and long bulb life with increased light intensity for enhanced conspicuity.

The Twin-Cooled Twin Cam 110 engine exclusively powers the 2016 CVO Limited, CVO Street Glide, and CVO Road Glide Ultra. All models are equipped with the Assist and Slip Clutch Pack that provides a slip feature on downshifts to reduce loading of the driveline and hydraulic clutch actuation to reduce lever effort and maintenance. All Harley-Davidson CVO models are factory-equipped with electronic cruise control, Reflex Linked Brakes with ABS, keyless ignition and the H-D Factory Security System, and an indoor/outdoor storage cover with the CVO logo. New for 2016, a narrow-profile primary cover and derby cover on all three models improves rider leg clearance, allowing many riders a more firm-footed stance on the ground.



2016 HARLEY-DAVIDSON CVO STREET GLIDE

The OEM Harley-Davidson Street Glide has been a home run since its inception, and the CVO Street Glide, well, a grand slam! Not only does this bagger offer all the creature comforts that the 2016 H-D Street Glide offers, but the 2016 CVO Street Glide combines muscular Screamin' Eagle performance via Twin-Cooled Twin Cam 110 engine with a combination of air-cooled and precision liquid-cooling strategies to maintain peak performance under the most demanding loads and riding conditions. Audio is also a big focus with Harley-Davidson's recent efforts, and with a Boom! Box audio system driving four dual-amped three-way speakers through a pair of 300-watt, four-channel amplifiers, you're ready to blast your favorite tunes while cruising at highway speeds. A color-matched splitstream fairing vent replaces the previous black vent in the batwing fairing this year,

and the CVO Street Glide also features a side-fill fuel tank topped by a slammed console with illuminated CVO logo, extended saddlebags, Airflow Collection accessories from handgrips to muffler caps, a custom CVO seat, Daymaker LED headlamp, and aerodynamic Wind Splitter windscreen. For 2016, wheels are selected to complement each paint color combination: Five-spoke Contrast Chrome Aggressor wheels and a blacked-out engine are paired with the dynamic Carbon Crystal/Phantom Flames and White Amethyst/Black Licorice Flames colors. Polished Chrome Aggressor wheels and a Granite and Chrome engine are matched with the Atomic Red/Candy Apple Flames or Black Licorice/Midnight Cobalt Flames colors.



SPECIFICATIONS

LENGTH	96.7 in.
SEAT HEIGHT	27.2 in.
FUEL CAPACITY	6 gal.
DRY WEIGHT	833 lb.
ENGINE	Twin-Cooled Twin Cam 110
DISPLACEMENT	110ci
ENGINE TORQUE	115.1 lb.-ft. @ 3750 rpm (156 Nm @ 3750 rpm)
TRANSMISSION	6-speed cruise drive
WHEELS/TIRES	Mirror Chrome Aggressor Custom Wheel
FRONT	D408F 130/60B19 61H
REAR	D407 180/55B18 80H
COLOR OPTIONS	Custom Colors: New Carbon Crystal with Phantom Flames, New Atomic Red with Candy Apple Flames, New White Amethyst with Black Licorice Flames, New Black Licorice with Midnight Cobalt Flames





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2014 STREET GLIDE



11 Styles



5 Styles

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2016 HARLEY-DAVIDSON MOTORCYCLES ROAD GLIDE ULTRA

A two-year absence from the Harley-Davidson Touring line was time well spent updating the aerodynamics and optimizing touring ergonomics for both rider and passenger. These things don't happen overnight, ya know. Powered by

the Twin-Cooled High Output Harley-Davidson Twin Cam 103ci powertrain, the new Road Glide Ultra is sure to be a crowd pleaser for those looking to log some serious mileage while doing so comfortably and stylishly. ■



The new 2016 Harley-Davidson motorcycles and accessories have already started rolling into Harley-Davidson dealerships. Visit h-d.com to see all 2016 Harley-Davidson models and to find a local authorized Harley-Davidson dealer.

SPECIFICATIONS

LENGTH	102.2 in.
SEAT HEIGHT	29.7 in.
FUEL CAPACITY	6 gal.
DRY WEIGHT	881 lb.
ENGINE	Twin-Cooled High Output Twin Cam 103
DISPLACEMENT	103ci
ENGINE TORQUE	105.5 lb.-ft. @ 3750 rpm [143 Nm @ 3750 rpm]
TRANSMISSION	6-speed cruise drive
WHEELS/TIRES	Impeller cast-aluminum
FRONT	BW 130/80B17 65H
REAR	D407T BW 180/65B16 81H
COLOR OPTIONS	Two-Tones: Billet Silver/ Vivid Black, Mysterious Red Sunglo/ Velocity Red Sunglo; Custom Colors: Purple Fire/Blackberry Smoke, Cosmic Blue Pearl





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- Truckin' Magazine
US • GENERAL

SAVE \$180

• 580 lb. Capacity

LOT 95659 shown
61634/61952

\$99.99

REG. PRICE \$279.99

34368802

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SUPER COUPON

MOTORCYCLE STAND/WHEEL CHOCK

PITTSBURGH

• 1800 lb. Capacity

LOT 61670/97841 shown

SAVE 46%

\$47.99

REG. PRICE \$89.99

34369696

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SUPER COUPON

MICROFIBER CLEANING CLOTHS

HFT

PACK OF 4

LOT 68440
69678 shown

SAVE 66%

\$1.99

REG. PRICE \$5.99

34389204

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SUPER COUPON

12 TON SHOP PRESS

CENTRAL MACHINERY

• Pair of Arbor Plates Included

LOT 33497
60604 shown

SAVE \$100

\$99.99

REG. PRICE \$199.99

34416085

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Customer Rating
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1500 LB. CAPACITY MOTORCYCLE LIFT
PITTSBURGH
LOT 69995 shown
60536/61632

AWARD WINNING QUALITY

SAVE \$80

\$69⁹⁹ REG. PRICE \$149.99

• Lift Range: 5-1/4" to 17"

34465368

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FREE

WITH ANY PURCHASE

3-1/2" SUPER BRIGHT NINE LED ALUMINUM FLASHLIGHT
LOT 69052 shown
69111/62522 62573

\$6⁹⁹ VALUE

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34475015

WOW SUPER COUPON

RETRACTABLE AIR HOSE REEL WITH 3/8" x 50 FT. HOSE
LOT 69265/62344 93897 shown

SAVE \$90

\$59⁹⁹ REG. PRICE \$149.99

34423537

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WOW SUPER COUPON

1/2" INDUSTRIAL QUALITY SUPER HIGH TORQUE IMPACT WRENCH
LOT 62627 shown
68424 shown

700 ft. lbs. Max. Torque

SAVE OVER \$55

\$74⁷⁴ REG. PRICE \$129.99

34460871

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9 PIECE FULLY POLISHED COMBINATION WRENCH SETS
PITTSBURGH
LOT 69043/42304 shown

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\$5⁹⁹ REG. PRICE \$15.99

SAVE 62%

METRIC
LOT 42305/69044

34460791

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WOW SUPER COUPON

4" x 36" BELT/6" DISC SANDER
LOT 62502 shown
97181 shown

SAVE \$80

\$59⁹⁹ REG. PRICE \$139.99

34418537

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WOW SUPER COUPON

2500 LB. ELECTRIC WINCH WITH WIRELESS REMOTE CONTROL
LOT 61258 shown
61840/61297/68146

NEW

SAVE \$90

\$59⁹⁹ REG. PRICE \$149.99

34445067

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WOW SUPER COUPON

4 PIECE ANTI-FATIGUE FOAM MAT SET
LOT 61607/62389 shown
94635 shown

SAVE 53%

\$6⁹⁹ REG. PRICE \$14.99

34440795

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WOW SUPER COUPON

4000 PEAK/3200 RUNNING WATTS 6.5 HP (212 CC) GAS GENERATORS
LOT 69729/68528/69576 shown

SAVE \$200

\$299⁹⁹ REG. PRICE \$499.99

• 70 dB Noise Level

LOT 69675/69728
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WOW SUPER COUPON

6" DIGITAL CALIPER
PITTSBURGH
LOT 47257 shown
61585/62387

Includes two 1.5V SR44 button cell batteries.

SAVE 65%

\$10⁹⁹ REG. PRICE \$31.99

34456034

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WOW SUPER COUPON

44" 13 DRAWER INDUSTRIAL QUALITY ROLLER CABINET
US • GENERAL TOOL
LOT 62744/68784 shown
69387/62270/62591

WEIGHS 245 LBS.

SAVE \$330

\$369⁹⁹ REG. PRICE \$699.99

34456770

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WOW SUPER COUPON

MOTORCYCLE WHEEL CHOCK
PITTSBURGH
LOT 69026 shown
60392 shown

SAVE 40%

\$29⁹⁹ REG. PRICE \$49.99

34422860

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WOW SUPER COUPON

45 WATT SOLAR PANEL KIT
LOT 62443 shown
68751 shown

THUNDERBOLT solar

SAVE \$160

\$139⁹⁹ REG. PRICE \$299.99

34426005

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WOW SUPER COUPON

LOW PROFILE MOTORCYCLE DOLLY
LOT 95896

SAVE \$45

\$74⁹⁹ REG. PRICE \$119.99

• 1250 lb. Capacity

34430730

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WOW SUPER COUPON

DIRT BIKE STAND
LOT 67151

SAVE 50%

\$19⁹⁹ REG. PRICE \$39.99

• 1000 lb. Capacity

34475081

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WANNA BE A ROCKSTAR?

MagnaFlow's New Rockstar 2-1 Exhaust

■ Buddy Suttle, from Unknown Industries, tests out the new Rockstar pipe during one of his stunt shows.

When MagnaFlow hit us up about its new Rockstar 2-1 pipe, we knew just the bike to throw it on. Buddy Suttle—or more commonly known as @HarleyWheelies on Instagram—is one of the stunt legends who makes up Unknown Industries, and he is one hell of a candidate to demo some new exhaust pipes. We headed out to Quaid Harley-Davidson in Loma Linda, California, and had our trusted wrench Josh Rundlett install the new

system on Buddy's Road Glide.

The Rockstar Exhaust is coated with MagnaFlow's Exclusive Magna-Black powdercoat on the 1-3/4-inch header pipes. The larger heat shields and precision-cut junction cover help carry the eye-catching lines of the exhaust system, while serving their purpose beautifully. With a Hi-Flow louver core muffler, you get dynamic horsepower gains and a throaty but sharp sound across the entire range. Rotating the scallop-cut tip further allows you to

change the look and the direction of your pipe. The Rockstar is the ideal choice for tuned or stock engines and features 12mm and 18mm O₂ sensor ports, allowing for maximum tuning options. The Rockstar is available in show chrome or deep black finishes. While we only had about an hour to get the Rockstar installed before Buddy and the Unknown crew hit the road for yet another busy touring schedule, we didn't have time to dyno the pipe. But you can expect full dyno results on baggersmag.com very soon. ■

■ The Rockstar features MagnaFlow's exclusive non-bling, Magna-Black coated, 1-3/4-inch stainless-steel head pipes. The 2-1/2-inch heat shields and laser-cut junction cover add major style points to this head turning system. The Hi-Flow louver core muffler also features a rotating 3-inch scallop cut tip allows you to customize your own style.



■ Our ace mechanic Josh Rundlett got busy removing the Rockstar from its packaging and had the Unknown bagger prepped and ready to go with the right-side bag off.



■ Josh quickly removed the exhaust system that Buddy had been running and test fit the Rockstar up to check clearance.



■ Everything checked out, and Josh tightened the exhaust stud nuts from the cylinder heads.



■ Josh then tightened down the Rockstar's muffler to the supplied mounting bracket that mounts to the motorcycle.



6

■ Once the pipe was secured to the bike, Josh installed the black ceramic-coated heat shields to the Rockstar. The pipe installation was completed at this time.



■ We had Buddy take the Rockstar-equipped Road Glide for a rip around the block to give it a quick test. Buddy says he's pleased with the looks and sound. Stay tuned for the dyno results on baggersmag.com.

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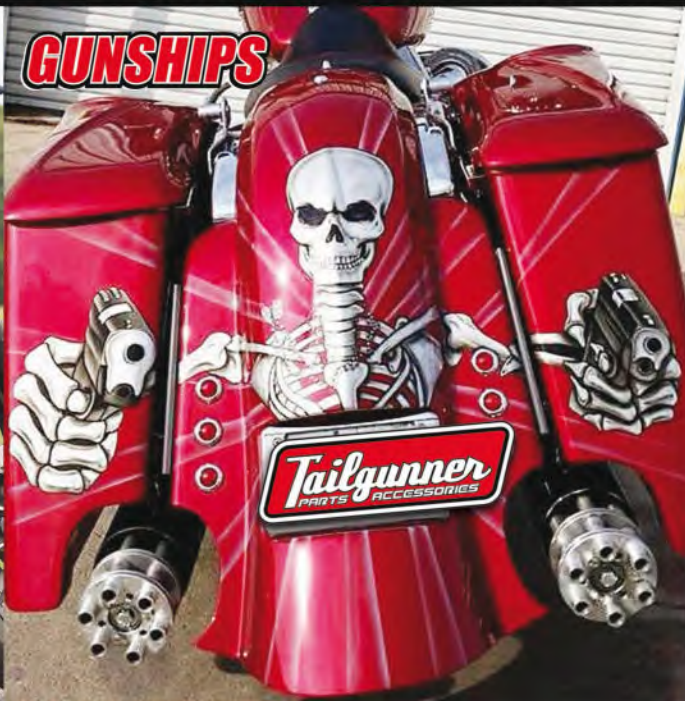
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CATCHING FIRE

Brad Nemec's Fire Shark

WORDS: MARK MASKER PHOTOS: SAM PHEN







I don't recommend setting a live shark on fire as a hobby. You might get bit, catch fire yourself, or find yourself in lockup. It also tends to piss off the shark. If you really can't resist, though, adding flames to a shark-nosed scoot like this 2013 Road Glide is really as close as you want to get.

In all seriousness, this is the third project from Bad Dad for customer Brad Nemec. Brad scooped this ride up new from his local Harley-Davidson dealership in 2013. His other two Bad Kids were the

2011 Street Glide (featured in *Baggers*) and a 2012 Ultra Bad Dad created for him. All three of his two-wheeled custom children live at home.

For as much as he loves his two eldest, Brad was drawn to the stability of the frame-mounted fairing, but most of all he simply liked the way the Road Glide looks. A few break-in miles after pickup, the new hog was off to Bad Dad for the full treatment. "He wanted to build another custom bagger, but he wanted this one to be the most radical of all the bikes we had built

for him," Jacob Hinsey from Bad Dad said.

That's a tall order for a big bike. The other baggers weren't slouches when it came to cool customization. Both are seriously classy rides walking the knife's edge between aesthetics and everyday functionality. Outdoing them wouldn't be easy. "Luckily, we were in the process of releasing our new Competition Series line of parts at the same time we undertook Brad's Road Glide project," Jacob told us. "Our Competition Series parts are an expansion upon our great line of custom

FACTOIDS



Until the 16th century, mariners called sharks "sea dogs."



Shark-fin soup originated with China's Ming dynasty. Its consumption is on the decline because of its toll on the shark population. Shark-fin sales and possession are banned on the West Coast, in Hawaii, and in Guam.



You can buy imitation shark fins made from chicken, pork gelatin, pasta noodles, and even soy.



bagger parts. Our Competition Series parts are the longest and most aggressive designs that Bad Dad offers. Brad's Road Glide project was the perfect platform to display these new designs and satisfy Brad's most important requirement for this project."

For starters, the Competition Series Tank features a custom bodyline that is recessed into the side of the tank. That line extends across the tank and smoothly flows into the bike's Competition Series Side Covers. The custom bodyline found in the Competition Series Dash really stands out in the flat black paint to complete the look of the tank assembly. What's more, Brad's Road Glide is the first custom build to feature Bad Dad's Competition Series Rear End. This rear fender and saddlebag combination is stretched 4-1/2 inches down and 7 inches back, so the bike is still very rideable. That longer fender and bag setup is unlike anything Brad has on his previous custom projects.

Going big didn't just apply to the back end though. "Another requirement of this build was that it must have the loudest stereo system of any of Brad's bikes," Jacob said. "We finished the bike with a set of our Competition Series Speaker Lids. In addition to the great stereo system, these speaker lids feature a great custom bodyline, which we used to install custom lighting. Our Competition Series parts really helped set off this project, and we are flattered that Brad has chosen to work with us on so many of these great projects."

Part of that working relationship means creative freedom for the shop. Brad gives Bad Dad an idea of what he wants then lets them whack open the creative throttle until the job's done. In this case, it meant a shark-nosed, practical daily rider with great lines and a little fire. The bagger also looks a lot better than some flaming hammerhead charring away on a dock somewhere. And unless you have lemon butter, it probably tastes better too. ■



SPECIFICATIONS

GENERAL

BIKE OWNER	Brad Nemec
SHOP NAME	Bad Dad
SHOP PHONE	(260) 407-2000
SHOP WEBSITE	baddad.com
YEAR/MAKE/MODEL	2013/Harley-Davidson/ Road Glide
FABRICATION	Matt Anderson, Bad Dad
ASSEMBLY	Matt Anderson, Bad Dad
BUILD TIME	3 months

ENGINE

YEAR/MANUFACTURER	2013/H-D
TYPE/SIZE	Twin Cam/103ci
BUILDER	Mike Goshert
CASES	H-D
CYLINDERS	Screamin' Eagle
HEADS	H-D
ROCKER BOXES	H-D
EFI/CARB	Screamin' Eagle Race Tuner
AIR CLEANER	Roland Sands Design
EXHAUST	Bad Dad Turndown Exhaust

TRANSMISSION

YEAR/MANUFACTURER/TYPE	2013/H-D/6-speed
------------------------	------------------

CASE	H-D
CLUTCH	H-D
PRIMARY DRIVE	H-D

FRAME

YEAR/MANUFACTURER/TYPE	2013/H-D/Touring
RAKE	26°
STRETCH	None

SUSPENSION

MANUFACTURER FRONT	H-D
LENGTH	Stock
TRIPLE TREES	Hawg Halters Inc.
MANUFACTURER REAR	Bad Dad

WHEELS, TIRES, AND BRAKES

MANUFACTURER FRONT-TYPE	Glenndyne
WHEEL HEIGHT/WIDTH	23 x 3.5 in.
TIRE HEIGHT/WIDTH	130/60-23
CALIPER	Hawg Halters Inc.
ROTOR	Glenndyne
MANUFACTURER REAR	Glenndyne
WHEEL HEIGHT/WIDTH	16 x 5.5 in.
TIRE HEIGHT/WIDTH	180/60-16
CALIPER	H-D
ROTOR	H-D

FINISH-PAINT

COLOR	Flat Black
PAINTER	Matt Anderson, Bad Dad
GRAPHICS	Scal Graphix and Kevin Haire

ACCESSORIES

FRONT FENDER	Bad Dad
REAR FENDER	Bad Dad Competition Series
FAIRING/WINDSCREEN	Bad Dad
GAUGES	Dakota Digital
GAS TANK/CAP	Bad Dad Competition Series
DASH	Bad Dad Competition Series
OIL TANK	H-D
HANDLEBARS	Bad Dad King Midas Bars
HAND CONTROLS/Grips	H-D
FLOORBOARDS/PEGS	Bad Dad 992 Floorboards
HEADLIGHT	H-D Daymaker
TAILLIGHT	Bad Dad
TURN SIGNALS	Bad Dad 992
LICENSE MOUNT	Bad Dad
SEAT	Danny Gray
SADDLEBAGS	Bad Dad Competition Series
SADDLEBAGS LATCHES	Bad Dad 900 Series
SPEAKERS	J&M
HEAD UNIT	iPad Mini
AMP	J&M
MISC	Bad Dad speaker lids, side covers, chin spoiler

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SOLID GOLD

Waiting Was The Hard Part

WORDS: MARK MASKER

PHOTOS: TIM SUTTON

MODEL: NATALIE FIGUEROA







“Flying is hours and hours of boredom sprinkled with a few seconds of sheer terror.”
—USMC Colonel Gregory “Pappy” Boyington

Obviously, riding isn’t hours of boredom. Building a bike can be though. It’s not the actual work that’s boring; it’s the days and weeks of waiting for back-ordered parts to ship. It’s part of the deal. You’re usually not the only one lining up to order something cool for your project. If you want the latest and greatest, you’ve got to pay the time equity—hopefully in hours worked, not hours waited. We all know that’s not how things work out, however.

Just ask Joe Asturi. He’s a field appraiser for a large insurance company with eight kids and not enough time in the day. He and the custom-car bug go way back, with many magazine features to his credit. When he actually does get time to himself, he spends it in the garage creating his next project. Being a gearhead goes all the way back to high school for Joe; he made his bones working at dealerships and body shops from that time. “I have always driven a nice vehicle, and even my Yamaha Rhino was completely custom. Just can’t leave anything alone.”

This ’05 Road King is one of his babies. “I actually traded that Rhino that I built for the Road King. I go into building quarter-mile import drag cars and then turned into the Harley scene.” At the time he got his mitts on this King, it was completely stock.

It’s also in sad shape. It’s filthy, and the prior owner must have liked doing burnouts because the bike had a bald tire showing cords, and his driveway looked like a dragstrip.

Joe picked it up on Craigslist in 2013. Since then, he’s redone this bike twice—first as a simple bolt-on job with a 21-inch front roller, but then something changed.

The 26- and 30-inch megawheels hit the market.

More and more Joe spotted hula-hooped iron on the street and at events. If he wanted to run with that crowd, bolt-ons and a 21 weren’t going to cut it. Time for redo number two.

For as much as he does his own work in his home garage, Joe’s place wasn’t set up for the fabrication and welding needed for what he had in mind. That’s where his friends at Eimer Engineering stepped in.

The mill and drivetrain are largely stock, aside from the Misfit pipes and Ness airbox. Eimer came in for the bones

FACTOIDS



Colonel Boyington was a Marine fighter pilot who received both the Medal of Valor and the Congressional Medal of Honor in World War II for his actions in the Pacific Ocean theater.



He commanded the Black Sheep Squadron, which would later be the basis for the TV series of the same name.



Boyington’s squadron, flying from the island of Vella Lavella, offered to down a Japanese Zero for every baseball cap sent to them by major league players in the World Series. They received 20 caps and shot down more than that number of enemy aircraft.

though. Running a 30-inch wheel meant raking the frame out to 47 degrees. They also molded the side covers into the TOL saddlebags. Danny D. in Baldwin Park, California, laid down the Honey Gold Candy colorization, striping, and graphics.

Aside from the fab work and paint, the rest of this project took place in Joe's garage. He killed a lot of time putting

his latest machine together. No one understands that more than his wife, Michelle, who put up with him and all the long nights spent making the transformation. Hopefully she'll be just as understanding when Joe gets going on that 2015 Road Glide he just bought... ■





SPECIFICATIONS

GENERAL

BIKE OWNER	Joe Asturi
SHOP NAME	Eimer Engineering
SHOP PHONE	(714) 299-3977
YEAR/MAKE/MODEL	2005/Harley-Davidson/ Road King
FABRICATION	Cris Eimer and Joe Asturi
ASSEMBLY	Cris Eimer and Joe Asturi
BUILD TIME	10 months

ENGINE

YEAR/MANUFACTURER	2005/H-D
TYPE/SIZE	Twin Cam 88ci
BUILDER	H-D
CASES	Stock H-D
CYLINDERS	Stock H-D
HEADS	Stock H-D
ROCKER BOXES	Stock H-D
EFI/CARB	EFI
AIR CLEANER	Arlen Ness Deep Cut
EXHAUST	Misfit Nasty Bastard 2-into-1 Side Exit

TRANSMISSION

YEAR/MANUFACTURER/TYPE	2005/H-D/5-speed
CASE	Stock H-D
CLUTCH	Barnett

PRIMARY DRIVE Stock H-D w/ chrome inner

FRAME

YEAR/MANUFACTURER	2005/H-D
RAKE	47°
STRETCH	1.5 in. out, 1 in. up

SUSPENSION

MANUFACTURER FRONT	Progressive w/ Ness Hot Legs
LENGTH	41mm
TRIPLE TREES	Hawg Halters Inc.
MANUFACTURER REAR	Rear Air Ride
SPECIAL FEATURES	Electric SBD (Speed by Design) centerstand

WHEELS, TIRES, AND BRAKES

MANUFACTURER FRONT-TYPE	Mad Wheels All Star
WHEEL HEIGHT/WIDTH	30 in.
TIRE HEIGHT/WIDTH	Vee Rubber 140/40-30
CALIPER	H-D
ROTOR	Willy Shiny
MANUFACTURER REAR	Mad Wheels
WHEEL HEIGHT/WIDTH	18 in.
TIRE HEIGHT/WIDTH	Avon Cobra AV72 150/70-18
CALIPER	H-D chrome
ROTOR	Willy Shiny

FINISH-PAINT

COLOR	Axalta Honey Gold Candy
PAINTER	Danny D. Custom Pinstriping and Paint
GRAPHICS	Patterns and Flake by Danny D.

ACCESSORIES

FRONT FENDER	Dirty Bird
REAR FENDER	TOL Designs
GAUGES	H-D
GAS TANK/CAP	Custom stretched
DASH	Pro One
HANDLEBARS	Factory 47 Cycles Legacy 18-in. bars
HAND CONTROLS/GRIPS	Arlen Ness Deep Cut grips, H-D switch covers
FOOT CONTROLS/PEGS	Arlen Ness Deep Cut
HEADLIGHT	H-D Daymaker
TAILLIGHT	Cycle Vision
TURN SIGNALS	Cycle Vision
LICENSE MOUNT	Cycle Vision
SEAT	Victor the Seat Guy
SADDLEBAGS	TOL Designs and lined inside
SADDLEBAG LATCHES	Arlen Ness Deep Cut
SADDLEBAG LATCHES	Kewl Metal headlamp chrome headlamp adapter, chrome visor, Speed by Design (SPD) chin spoiler, Arlen Ness Deep Cut fork tube covers. The passing lamps are off a 2010 Electra Glide, and we modified the harness. Dirty Bird horn cover. Side covers are molded to the bags.



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V-Cut Headlight Bezel

Xtreme Machine's V-Cut design boasts 12 CNC-machined cut grooves to make the belligerent bezel bad to the bone. Let the V-Cut Headlight Bezel lead the way to a more "Xciting" ride. Available in chrome- and black-cut finishes, its 7-inch bezel is designed to mate with 1984–2015 FLHX, FLHR, and FLHTCU models and is also compatible with H-D Daymaker bulbs.

\$179.95 // xtrememachineusa.com



PICKARD USA

Air Suspension Tank

The Pickard USA Harley Air Tank for air-ride baggers and custom motorcycle air-ride suspension systems is now available. These air tanks are made of steel and work with the Pickard USA front and rear Harley air-ride kits. The tank works in conjunction with a compressor, solenoids, and a pressure switch. Instant air tanks are referred to by people wanting a tank that holds enough pressure to get the shocks full the first time.

Contact for Pricing // pickardusa.com



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\$69.95 // performancemachine.com



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\$59.95 // biltwellinc.com



DENNIS KIRK

Saddlemen Cruisin Deluxe 3-Pocket Windshield Bag

These distinctively styled bags feature large lockable opening flaps for easy access, superbly constructed from leather-grained UV- and weather-resistant Saddlehide for more than 151ci of capacity in its three independent pockets. The rigid construction holds the bags' shape when empty, allowing them to fit snugly in between the dash and windshield of '96-'13 FLHT, FLHTC, FLHX, and FLHTCU models with 4-inch or taller windshields.

\$68 // denniskirk.com

ZERO TOLERANCE

0808 Knife

The 0808 is a collaboration between ZT and knife-maker Todd Rexford. The blade is built of advanced S35VN powdered metallurgy stainless steel. Caged ball bearings surround the pivot to make the blade fast and easy to open. Chamfered titanium handles provide a solid grip. Made in the USA.

\$250 // zt.kaiusaltd.com





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The X23 bolt-on triple tree kits are made for 1987–2013 and 2014–later Touring bikes. Hawk Halters proudly delivers two Direct Bolt-On Triple Tree kits to allow for the proper installation of a 23-inch wheel on the FL Touring bike platforms. The design parameters of the HHI triple trees result in trail measurement similar to the stock H-D specifications.

Contact for Price // hawghalters.com



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\$339.95 // burlybrand.com



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\$429.95 // performancemachine.com



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New Products



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\$149.95–\$234.95 // xtrememachineusa.com

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\$14.95–\$39.95 // deipowersports.com



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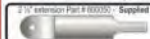
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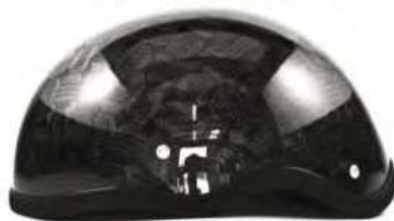
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ROCK 'N' ROLL BAGGER



// Check out Gord Vaux's 2009 Rocker C Bagger. Ya know, we weren't the biggest fans of the Rocker when it came out or, more importantly, that hideous Rocker Tail rear end. It looked like the wheel was just hanging out there all exposed and ugly-like. But we have to say we're definitely feeling Gord's '09 Rocker C! Let's just say he had a little help from a gent named Roger Goldammer, who's probably one of the most talented custom-bike builders of our time. Nice work, Gord!

HOT-ROD BAGGER

// Fred Mento sent us pics of his righteous 2009 Road King that he purchased off the showroom floor of his local Harley dealership. During a cold and snowy winter in his Syracuse hometown, the bike was completely disassembled and redone with custom paint, SE 120R motor (completely powdercoated to match paint), BDL open-belt drive, tons of chrome, and many other upgrades as you can see. This bike is an everyday rider too. Fred likes to take advantage before the brutal winters kick in. And he has ridden it in every state east of the Mississippi in its original and present makeover.



GARAGE-BUILT

// Check out Brian Schwartz's 2015 Road Glide Special. Didn't stay stock for long, huh? The bike was garage-built by Brian himself with the paint/welding done by a friend. It's always good to have friends with those kinds of skills. Brian's Road Glide has a 107 big-bore kit, MAD Wheels 30-inch wheel, AirFX front and rear air ride, Top Shop Money Maker bags, Trask bars, Glenndyne 18-inch brake rotor setup, Nero lights, a Yaffe Razorback tank, Covingtons Customs Destroyer pipe, and it was painted blue. Well done, Brian! Send us your next project bike.

//////////



THE GRAND REAPER

// Check out Chris Green's 2013 Street Glide Custom he's calling The Grand Reaper. It has a 30-inch Low Cash custom wheel with dual front rotors and dual chrome calipers that have been stuffed in a raked neck and tree kit. He also swapped the bags to 6-inch bags and fender, taillights (SMT) and tag bracket, front and rear instant-up air ride, custom tank and side flares, dash, seat, big-mouth chin spoiler, chrome forks and cans 2 over, Akrapovic exhaust, centerstand, 6x9 Kicker speakers on lids, and 6.5 Kicker dash speakers. Chris bought this bike in 2014 when it was all original and wanted to trick it out and do something to better fit his style. He says the bike is an attention getter, and he's loving every moment of it.

//////////



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